of the Parur municipality. With the growth of population in the municipality, the parts of the town lying along the southern banks of the *thodu* had to be made more habitable. The municipal council was ready to look after the sanitation of the locality, but it was beyond their financial resources to open the new road and to protect it by constructing retaining walls on the *thodu*. The annual income of the municipality was just enough for its ordinary functions; and the grant of Rs. 500 which Government were giving them was stopped five or six years ago.

The opening of the proposed road would in the first place provide direct communication from the Thottumukhom customs house to the eastern parts of the town, and secondly it would help the maintenance of sanitation in the northern parts of the town.

DEWAN'S REPLY: Mr. Venkiteswara Aiyar, the department concerned reports that the proposed road will be about 2 miles in length and that it will go through valuable cocoanut gardens crossing the Court entrance canal where a bridge of 50 feet span will be required. It will also have to cross a good many drainage canals where at least 30 culverts of different sizes will be required. Lands have to be acquired at heavy cost for the whole length and the cost of opening these two miles of road will approximately come to Rs. 35,000 including all masonry work and compensation. The department advises the Government that the need for this expensive road has not been established.

45. Opening of the Northern Out-let road and the Neriamangalam-Pallivasal road.

MR. ALBERT J. WRIGHT (*Member, Kannan Devan Planters' Association*) said that since he made his representation on the subject of the Northern Out-let road at the twenty-fourth session of the Assembly a year ago, a change had taken place which had brought the importance of the road into greater prominence than before. This was nothing other than the adoption of this route by the postal authorities for the transport of mails to Munnar, whereby a saving of twenty-four hours had been effected in the time occupied in the transit from Madras. Government, it was understood, had been addressed by the British Indian Postal authorities regarding the state of this road and everybody trusted that the enterprise displayed in expediting the mail deliveries would not long be hampered by the inadequacy of the road for the traffic it had to carry.

At an annual general meeting of the Kannan Devan Planters' Association held in May last, a resolution was adopted unanimously, regretting the unsympathetic attitude of the Government towards the representations made on their behalf at the last session of the Assembly and requesting the Government to give early consideration to the necessity of bringing the road up to a suitable standard as one of the main out-lets of a large and increasing planting community.

The Dewan's reply to the representation at the last session was to effect that until the Neriamangalam Ghat road had been completed

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and had been given an opportunity of justifying itself, it was not the intention of Government to do anything to improve the Northern Out-let road. Since then, however, maintenance work on a considerable scale had been carried out which rather belied the above statement of policy. The main item, however, *viz.*, the widening of the road still awaited attention. To all intents and purposes, it was only a one way road, as for considerable stretches, chiefly in the most dangerous parts, two vehicles could not pass each other or could do so only at great risk. The dangers of the road were emphasised a few days ago by the police stopping traffic when the Agent to the Governor-General was passing that way. This view was expressed by the South Indian Motor Union also in the information issued to their members.

The Neriamangalam-Pallivasal road was bound to prove a great boon to the district, but it must of necessity be a considerable time before it could enter into competition with the Northern Out-let road in the importance of the traffic it would carry. The conveyance of mails could be cited as an instance. Geographically it was so situated that its use could only lengthen the time of transit from Madras and the North and the same applied to other traffic also. Besides, the period of two years originally indicated for the construction of the road was apparently to be exceeded considerably and it was understood that there was no intention to bridge the Periyar river for the present. If this was so, it must impair the efficiency of the out-let for continuous and heavy traffic which the road must carry if it was to rival the Northern Out-let road as a route for the export of produce and the import of the enormous quantities of food-stuffs and stores of all descriptions required by the large and increasing population and the planting industry of this portion of the Devicolam Division.

So far as could be foreseen, it would not be far wide the mark to say that there was ample scope for both these roads to minister to the increasing traffic of the district. Government should therefore re-consider the views they expressed a year ago, if they had not already taken up the question a second time; they should also realise the necessity of making the Northern Out-let road a counter-part of what the Neriamangalam Ghat road was intended to be and the widening of the former road should be undertaken at an early date.

DEWAN'S REPLY: Mr. Wright, as I told you last year, the question of spending any considerable amount of money on the Northern Out-let road must stand over until the Neriamangalam-Pallivasal road is completed. As you are no doubt aware, the Northern Out-let road from Munnar to Chinnar is only a connecting link with the road system in British India; and whether our heavy commitments in road construction and the means of the State in general would justify the Government in laying out much money on this particular road is a matter which will require very careful consideration. You point out that the road is narrow and that great incovenience was caused when the traffic was stopped on the occasion of the Agent to the Governor-General going up to Munnar. I just questioned the Commissioner of

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Police on the subject and he says that he did not authorise the closing of traffic on the occasion. Such a closure of traffic required the previous sanction of Government and publication of a notification in the Government Gazette. I am asking the Commissioner of Police to investigate the matter. In regard to the Northern Outlet road, as I told you, it must be subordinate to the other road requirements of the State. The question of this road will be placed before the road board which, I trust, will very shortly be constituted.

46. Maintenance by Government of the so-called Planters' Roads which had really become public roads.

MR. A. R. ST. GEORGE (*Member, Central Travancore Planters' Association*) said that it was his intention on behalf of the Central Travancore Planters' Association to press the Government to take over the two grant-in-aid roads, *viz* the Cardamom Hills Road or the Church Hill Road and Glenmary Roads known as No, 137, Church Hill Road and No. 138 Road from 3rd mile Church Hill Road to Pambanar *via* Glenmary. Since notifying Government, however, of the subject, he was informed that Government had accorded administrative approval for widening and improving the 11 1/8 miles of roads in question. He would therefore only request that the improvement and maintenance of the roads should be undertaken by Government from the beginning of the year 1105 M. E.

DEWAN'S REPLY: Mr. St. George, as you were correctly informed, administrative sanction has been accorded to widen and improve 11 1/8 miles of No. 137 Church Hill Road and No. 138 road from the 3rd mile Church Hill road to Pambanar. As to the date on which the work should be taken up you will have an opportunity of making out your case before the road board which will shortly be constituted.

47. Irrigation in the Kalkulam and Vilavancode taluks.

MR. A. PAKIANATHAN (*Member, Municipal Council, Kuzhithura*) said that the Kalkulam and Vilavancode taluks were usually subject to severe draughts. Cultivation in these taluks was carried on by means of artificial irrigation. The chief means of irrigation were the tanks. But many of them had silted up and had ceased to be of much use. Such tanks should be deepened and repaired constantly. There was a scheme formulated by Government for the restoration of tanks in disrepair. This scheme was not, however, working well. First, the deepening was done in a very perfunctory manner. It meant only spading out some earth and depositing it in heaps on the sides of the tanks. A single rain was enough to wash down the whole thing into the tanks and to fill them up again. The condition of Nallurkulam, Nelvelikulam and Thamarakulam which were restored only recently would illustrate this. Again, instead of deepening the bed of the tanks what was usually done was to raise their banks, with the result that no water was found in them in the dry season. In order to attend to the

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